

## **§ 236.505**

### **§ 236.505 Proper operative relation between parts along roadway and parts on locomotive.**

Proper operative relation between the parts along the roadway and the parts on the locomotive shall obtain under all conditions of speed, weather, wear, oscillation, and shock.

### **§ 236.506 Release of brakes after automatic application.**

The automatic train stop or train control apparatus shall prevent release of the brakes after automatic application until a reset device has been operated, or the speed of the train has been reduced to a predetermined rate, or the condition that caused the brake application no longer affects the movement of the train. If reset device is used it shall be arranged so that the brakes cannot be released until the train has been stopped, or it shall be located so that it cannot be operated by engineman without leaving his accustomed position in the cab.

### **§ 236.507 Brake application; full service.**

The automatic train stop or train control apparatus shall, when operated, cause a full service application of the brakes.

### **§ 236.508 Interference with application of brakes by means of brake valve.**

The automatic train stop, train control, or cab signal apparatus shall be so arranged as not to interfere with the application of the brakes by means of the brake valve and not to impair the efficiency of the brake system.

[49 FR 3386, Jan. 26, 1984]

### **§ 236.509 Two or more locomotives coupled.**

The automatic train stop, train control or cab signal apparatus shall be arranged so that when two or more locomotives are coupled, or a pushing or helping locomotive is used, it can be made operative only on the locomotive from which the brakes are controlled.

## **49 CFR Ch. II (10–1–12 Edition)**

### **§ 236.510 [Reserved]**

### **§ 236.511 Cab signals controlled in accordance with block conditions stopping distance in advance.**

The automatic cab signal system shall be arranged so that cab signals will be continuously controlled in accordance with conditions described in § 236.205 that obtain at least stopping distance in advance.

### **§ 236.512 Cab signal indication when locomotive enters block where restrictive conditions obtain.**

The automatic cab signal system shall be arranged so that when a locomotive enters or is within a block, wherein any condition described in § 236.205 obtains, the cab signals shall indicate “Proceed at Restricted Speed.”

### **§ 236.513 Audible indicator.**

(a) The automatic cab signal system shall be so arranged that when the cab signal changes to display a more restrictive aspect, an audible indicator will sound continuously until silenced by manual operation of an acknowledging device.

(b) The audible cab indicator of automatic cab signal, automatic train stop, or automatic train control system shall have a distinctive sound and be clearly audible throughout the cab under all operating conditions.

[49 FR 3386, Jan. 26, 1984]

### **§ 236.514 Interconnection of cab signal system with roadway signal system.**

The automatic cab signal system shall be interconnected with the roadway-signal system so that the cab signal indication will not authorize operation of the train at a speed higher than that authorized by the indication of the roadway signal that governed the movement of a train into a block except when conditions affecting movement of trains in the block change after the train passes the signal.